

BOOSTING FOR FALL CAMPAIGN

Big Island Salary List Going Up, Up—Some Haises Denied, However.

(Mail Special to The Advertiser.)

HILO, April 9.—A strenuous protest by Chairman Lewis against the continuation of salaries of clerks and police officers was made at the supervisors' meeting last week. But Lewis fought a lone hand. The finance committee even recommended a bunch of raises, and Lewis cast the only dissenting vote.

The first kick against salary raising was made by Lewis a couple of months ago, when he was told that salary matters could be taken up at the April meeting, when the appropriation bill for the quarter ending June 30 would be taken up.

The salary matter was taken up all right, but not in the way Lewis had expected. When the finance committee submitted the appropriation bill it included a number of raises, making the quarterly appropriation amount to \$47,622.60. Last year the average per quarter was \$43,863.

"I notice that some of the appropriations have been raised," said Lewis. "Why?"

"Some of the clerks have been working overtime," answered Austin. "We raised some of the officials to start with, and felt that we ought to raise the others."

"I don't think that it is right to raise salaries, when we have no money," said Lewis. "I for one will place myself on record as voting against it."

Still, the report was adopted, carrying with it the raises.

Rush for More.

The inevitable result of the raises came when Koomoa introduced a resolution raising the minimum wage for road laborers from \$1.50 to \$2.00 a day, basing this on the fact that the police and clerks had had their salaries raised.

Purdy asked why this should be done, and Koomoa argued that the constant rise in the price of beef, as well as of other necessities, had increased the cost of living.

Austin said that he would like to help the laborers, but there was only a certain amount available for road work, and if the pay scale were raised, fewer laborers would be employed. If the board made aristocrats and men of wealth of but a few laborers, the rest would be likely to starve.

Koomoa answered that his constituents had been complaining that if the police had their salaries raised, there was no reason why the laborers should not have their pay raised also. If the people asked for bread, should the board hand them a stone? Likewise, the voice of the people was the voice of God, in spite of which the resolution was tabled.

The request of the sheriff that the South Hilo jailer and deputy jailer have their salaries raised by \$25 and \$40 a month, respectively, was turned down. So was a request by Miss Deyo that Janitor Frank Vierra, of the Hilo school buildings, have his monthly honorarium boosted from \$35 to \$40.

Castle Generous.

W. R. Castle wrote that when he sold his Kukuau land, on Front street to Hackfeld & Co., he had withheld a strip such as was needed for the street widening. He remarked that Hilo did not deserve a new, as it had failed to take advantage of his offer to donate the entire lot for park purposes; still, he would give the strip free of cost. The offer will be accepted.

Slams Bishop Estate.

L. Carter wrote asking the board to rescind its order compelling the building of sidewalks along Front street. The burden was falling on poor tenants of the Bishop Estate, which was, he said, "like Shylock, insisting on its pound of flesh." He was advised to address the estate.

It was decided to call for bids, to be opened at the July meeting, for a chemical fire engine and hose wagon. An electric fire alarm signal is also to be installed.

SIMPLER UNIFORMS FOR NAVY SUGGESTED

WASHINGTON, March 24.—Officers of the Navy will be interested to learn that the navy department is contemplating changes in the uniforms. Such an announcement usually causes consternation in ward rooms, because it means money. But the navy department's inclination now is in the direction of simplification.

Prominent among the suggestions is one for the removal of the gold stripes on the sleeves of the service uniform and that the collar insignia, which is now expensively worked on the braid of the uniform collar, shall give way to a metal pin. This practice is followed in the army. Abolition of shoulder marks is also advocated, as is the substitution of khaki or some other light fabric for the white service dress now worn in warm weather. This would mean a great laundry bill saving. The full dress coat also is disliked.

NEW YORK FOR TAPT.

ROCHESTER, New York, April 1.—The Republican convention here has declared for President Taft.

CONFIDENCE WELL FOUNDED.

The implicit confidence that many people have in Chamberlain's Colic, Cholera and Diarrhoea Remedy is founded on their experience in the use of that remedy and their knowledge of the many remarkable cures of colic, diarrhoea and dysentery that it has effected. For sale by Benson, Smith & Co., Ltd., agents for Hawaii.

TENNEY DEFENDS EXISTING SYSTEM ON WATERFRONT

Kennedy Tells Harbor Board It Is Almost Impossible to Avoid Present Congestion on Wharves.

(From Thursday's Advertiser.)

Defense of the Honolulu method of shipping cargoes to island ports, via the Inter-Island Steam Navigation Company's fleet, was made at the session of the harbor commission yesterday afternoon by E. D. Tenney, E. E. Paxton, of Alexander & Baldwin, and President Kennedy of the Inter-Island company. It was largely backed up by statements of P. A. Swift and W. H. McInerney.

The consensus of opinion was that the system in Honolulu is not comparable to systems elsewhere, and local, as well as port conditions on other islands required a little different method of ordering and shipping. It was acknowledged that congestion at some of the wharves was almost unavoidable.

A suggestion, made by Colonel McCarthy, that the Hackfeld wharf, when abandoned this fall by the Matson Navigation Company, be turned over to the Inter-Island company for the use of its tramp steamers, met with a favorable reception. President Kennedy, while not committing himself, thought the use of this long, covered and protected wharf, might solve the problem of congestion.

Problem Knotty One.

"Personally, I do not see how the congestion on the Inter-Island wharves can be avoided on steamer days," said E. D. Tenney. "Orders for merchandise arrive here at the week end, and the goods must be dispatched by the next steamer out. If orders are not filled the merchants who fall down will lose the next. If there were more frequent sailings orders could lie over a steamer, possibly, and if the Inter-Island company had a series of large wharves, freight handling might be facilitated. At present I don't see how the congestion can be stopped. Any plan to have plantations send in orders a week ahead of the sailing of steamers cannot be practically carried out. There are a thousand and one items that are needed in a hurry, and what they don't order by mail they order by wireless."

E. E. Paxton said that anticipating orders was difficult. There were some things, such as fertilizer, lumber and feed, which could be ordered ahead of time, but general stuff could not.

Peculiar Conditions.

"We have a peculiar condition of affairs here, such as are not met with in San Francisco or any other port. The best thing that can be done is to have the plantations, agencies and the Inter-Island company cooperate. It would be best for the Inter-Island, of course, to shape its plans so that expense could be avoided. It seems to be a problem that will be very hard to control by any set of rules."

Mr. Tenney said he is of the opinion that a specific wharf should be set aside for tramp steamers so that shipments could be taken there at any time and receipted for days before a steamer goes out. He also thought that all parties interested should continue to send in orders which would reach here Saturdays and Sundays, the goods to be shipped out Monday and Tuesday. Mr. Swift coincided with the opinions expressed by Mr. Tenney. Mr. Kennedy defended his system, stating that it was almost impossible to make changes. The only feature which the harbor commissioners criticized above others was the system of having a dray unload only into hatches on steamer days. The commissioners felt that drays could unload directly upon the wharves, thus facilitating the forwarding of cargoes.

The commissioners also took up the notice of the American-Hawaiian Steamship Company in which the company rejects the rules and regulations of the harbor board, and will apply its own rules on the wharves it leases from the Oahu railroad company.

Mr. Berndt expressed the opinion that in this rejection the American-Hawaiian company was practically dictating to the harbor commission, for it is certain to result in merchants taking notice of the extension of time which they are granted for the removal of freight.

WANTS POWERS TO RECOGNIZE FILIPINOS.

WASHINGTON, March 24.—Representative William A. Jones, of Virginia, chairman of the house insular affairs committee, today introduced a resolution recommending to the President that he open negotiations with foreign powers, including England, Germany, France, Russia, Japan and Spain, for the recognition of the independence of the Philippine Islands, and to guarantee their neutrality in case of a war. The resolution recites that it is the intention of the United States to grant the Philippines their independence.

This is a companion resolution to one introduced several days ago by Mr. Jones, providing for the independence of the islands. Favorable reports on both resolutions are looked for soon, as Mr. Jones' view is understood to be that of the democratic majority on the committee. The introduction of the second resolution is taken to mean that the democratic policy will be not to make the islands independent until their independence can be safeguarded by treaties.

Harpalion Maybe.

According to Dr. Victor Clark of the territorial immigration board, there is a chance that the British steamer Harpalion may arrive in port here tomorrow, although the doctor does not seriously expect the arrival until Monday or Tuesday.

The Harpalion is bringing a large number of Spanish and Portuguese immigrants from Oporto and Gibraltar. It is not known if she has a powerful wireless apparatus on board, but it is believed that if she did have Kahuku would have heard something during the last night or two from the steamer.

FAVOR SPRECKELS CORNER SITE FOR BUSINESS HOME

The Spreckels' corner at Bishop and Merchant street, now occupied by the building of the associated garage, yesterday was conceded to be one of the best sites in the business section for the proposed building which is to house all the commercial and promotion organizations. A committee of these organizations will ascertain this week whether the site is available. At a meeting of the building committee yesterday the statement was made by Chairman W. R. Castle that the Spreckels heirs are about finished with their contest over the estate left by Claus Spreckels, and he believed they would now be willing to sell the corner. The committee wrestled for more than an hour over various sites, and arrived at no definite conclusion, owing to the fact that many present favored the simple ownership of the ground upon which the proposed building shall stand, while others favored a leasehold proposition. When Mr. Castle mentioned the fact that the Spreckels property was now probably available, a resolution was passed empowering a special committee, consisting of the chairman of the delegations from the chamber of commerce, merchants' association, commercial club, and stock and bond exchange to ascertain within a week the value of all sites available within the business district, and those which may be purchased.

Committee Named.

An effort will be made to get into touch with the Spreckels interests. The stock exchange wants a ground floor portion, and it was conceded by all who spoke that the promotion committee should also have quarters on the ground floor. The special committee to investigate the matter of sites includes Chairman W. R. Castle, and Messrs. Williamson of the stock exchange, George W. Smith of the commercial club, Fred L. Waldron of the merchants' association, Mr. Castle representing the chamber of commerce.

At the opening of the meeting Mr. Castle stated that he had interviewed property owners in the business section and had to report little or no progress. The McInerney and First National Bank sites are not available, he said, as the owners will not name prices. If the committee wished to get the Honolulu Hale site, he added, the governor will put it up for sale, the proceeds to be devoted to the development of the new waterfront scheme, all of which would be in the line of progress.

Favors Bishop Estate.

E. H. Paris favored a building on the Bishop estate site, King and Bishop streets. It was a selfish idea on his part, he said, as E. O. Hall wants the lower portion of the building, which could be four or six stories. The Bishop estate will not sell the site, but had intimated it would erect a building of suitable proportions, on a lot 110 by 110 feet. He believed the Bishop estate would finance the building proposition. The taxes, he said, had been raised and the estate was now in a position where it felt it ought to realize something from its holdings, otherwise they would be held at a high expense.

With a building costing \$150,000 on ground assessed at \$90,000, a six per cent. income from the building would probably meet their demands. They would want about \$6300 a year ground rent. Willard Brown for the stock exchange, said he was in favor of the Honolulu Hale site, with the ground floor of the building occupied by financial institution.

George W. Smith said the building should be Waikiki of Port street. He spoke of the corner at Hotel and Bishop streets, the Allen lot at Alakea and King streets, and he suggested that a special committee ascertain what could be done with either of these locations. Mr. Brown said he was willing to be one of ten men to subscribe the amount necessary to build on the Honolulu Hale site.

Objects to Hale Site.

F. W. Macfarlane objected to the Honolulu Hale site, on the ground that Brewer & Co., and other prospective buyers found that the air was shut off from it by buildings on King street. W. P. Dillingham said the Bishop estate has decided on a policy of not investing so heavily in foreign stocks, but to invest its income locally. He believed the committee could obtain an estimate from the estate. He thought it would be extremely doubtful if \$250,000 could be subscribed for a self-owned building. In such a building there would be sufficient ground floor space for the stock exchange, chamber of commerce, and above all the promotion committee.

William Williamson for the stock exchange said no matter whether the building was owned by the commercial organizations, or leased, they wanted to be on the ground floor. He also stated the exchange did not favor going beyond Alakea street.

A vote on the question of fee simple or leasehold resulted in seven to two in favor of fee simple ownership.

Mr. Castle asked the committee to accept his resignation as he intended going away in May, to remain the rest of the year. His request was denied and he was urged to remain in office until the day of his departure.

ALL-CHINESE LOSE FIRST GAME IN CALIFORNIA

BERKELEY, April 1.—In a fast, well-played game on California field this afternoon, the California University nine defeated the Chinese baseball team of Honolulu, 4 to 3. The visitors played a fine brand of ball and surprised the spectators by their fast fielding and heavy hitting ability. The yellow men hit the ball right on the nose and to all corners of the lot. They shaped up a superior aggregation than the teams of Waeseda and Keio, which visited this country last spring. The visiting twirler, Apau, had a splendid assortment of curves and good control, giving only one pass and seven hits.

Chapman started the game for the varsity, but was continually in hot water, four hits and two runs being made off his delivery in six frames. Conklin finished the game, giving the same number of hits and one run. The Chinese drew first blood in the second frame, when an error, a wild pitch and a second error scored Tin. The varsity tied it up in the third, when Gay was hit by a pitched ball and scored on Rubke's two-bagger. Again in the fourth the visitors scored when Apau hit, Hang Crack singled and sent him to third, whence he scored on a passed ball.

In the fifth the locals scored twice when Chapman singled and Gay doubled, sending Chapman to third, scoring a moment later on a passed ball. Gay crossed the rubber when Rubke singled.

In the eighth the varsity scored again when Stoner was safe on Tin's bobble, and scored when Conklin doubled. In the ninth the visitors threatened a batting rally. Sing Hung walked, and scored when Ayau doubled, but in trying to make a triple he was out at third, making the last out.

The lineup and score:

CHINESE	ABR	BH	SB	PO	A	E
W. Ayau, ss.	5	0	2	1	4	5
Sing Hung, 2b.	2	0	0	0	0	1
Hang Crack, lf.	2	0	0	0	0	0
Kan Yen, c.	4	0	0	4	3	0
L. Tin, 3b.	4	1	0	4	2	2
A. Akana, lb.	3	0	2	0	0	0
Apau, p.	4	1	1	0	3	0
Asam, 2b-cf.	3	0	2	0	2	1
L. Akana, cf-lf.	4	0	0	1	0	0
Sing Hung, rf.	1	1	0	0	0	0
Totals	32	3	7	1	24	14

U.C.	ABR	BH	SB	PO	A	E
Rubke, ss.	4	0	3	0	2	0
Coane, lf.	4	0	0	0	1	0
Goodwin, 2b.	4	0	1	0	3	4
Allen, 3b.	4	0	1	0	3	0
Holden, lb.	3	0	0	1	0	0
Hays, rf.	4	0	0	0	1	0
Sardman, c.	3	1	0	0	0	0
Chapman, p.	3	1	2	1	3	0
Gay, cf.	2	2	1	0	1	0
Totals	31	4	8	2	27	12

Score by innings:

Chinese	Runs	0	1	0	1	0	0	1	3
B.H.	0	0	2	1	1	1	1	1	7
U.C.	0	0	1	0	2	1	0	1	4
B.H.	1	0	1	1	1	0	0	0	5

Summary—Two-base hits: Ayau, Gay; three-base hit: Apau; sacrifice hits: Sing Hung, Asam; first base on errors: Allen, Conklin, U. C.; left on bases: All-Chinese 7; U. C. 4; struck out: by Apau 3, by Chapman 6; base on balls: by Apau 1, by Chapman 3; double plays: Allen-Goodwin-Holden; passed balls: Sardman; wild pitches: Apau; hit by pitcher: Gay. Time of game, 1 hour 22 minutes. Scorer, Sam Hop.

STORY OF A DEESEA ROMANCE WRAFT NORTHWARD FROM FALKLAND ISLANDS

Up from the Falkland Islands comes one of those tales which, even in this age of steel, proves that Romance is not gone today. It is one of the prettiest of love stories, mixed in the exact proportions with shipwreck and adventure, the novelties of the Clark Russell and Captain Marryat class would have loved.

Word of it reached Honolulu Tuesday night. No names are given, save those of the ships and places. The story has to do with a passenger on the Nuanuu, a ship well known along the waterfront here, and now for some weeks overdue.

On her way out, just south of the mouth of the River Plate, the Nuanuu met and spoke the bark Fleet-Wing. It was one of those transparently clear days of the south Atlantic, which Kipling calls "diamond weather." For days the Nuanuu had been beating southward without having sighted a thing. This sail first attracted then chained the attention of everyone on board.

As the two ships drew closer together the Nuanuu Passenger left his cabin and took his place well forward on the poop, with his binoculars in hand, sweeping the decks of the on coming bark.

On board the Fleet-Wing there was a missionary woman. A Londoner by birth, born in the slums of the great British metropolis, and taken when a child and made a missionary to her own people. Then her health failed and she was sent on the long sea voyage to recover. She had never seen a man she loved. The Nuanuu Passenger had never seen a woman he cared for until, through his binoculars, he saw the Woman on the deck of the Fleet-Wing.

The ships came nearer. Soon they were within hailing distance. Then they drew close enough to enable the Nuanuu Passenger to clearly see the Woman. That was all. They gazed at each other, wordless. The vessels hung in the wind a moment, and drew apart. The wind was light and all day and until the following morning the ships kept in sight of each other.

When the Fleet-Wing dropped below the horizon the Nuanuu Passenger roused himself. He was in love. Though he did not know with whom. It was a fact. That was all, and he who was more than forty years old, a man of wealth, found himself blushing like a school boy.

The Nuanuu sailed on. Soon ill weather came, and after many buffets, she was forced to put into Port

POLITICAL CAULDRON ON THE BIG ISLAND BUBBLING FURIOUSLY

HILO, April 9.—Although it seems far too early in the year to be discussing candidates for the coming campaign, the interest which is being taken in such matters is so extraordinarily intense that the politicians are already taking time by the forelock and are working on the construction of their tickets. Many candidates have already been mentioned for the position of supervisor for Hilo, no less than six names being figured on from South Hilo alone.

Austin is quite generally believed to be likely to be the chairman of the next board. While he has weakened on his announced policy of keeping down running expenses in order to secure more funds for permanent improvements, he has done not a little as a sort of financial balance wheel, and is likely to receive sufficient support to both nominate and elect him.

Desha May Run.

Pacheco announces openly that he will have another shot at the supervisorship as a home rule candidate. Kwakko and John Kealoha are probable seekers after nominations on the Democratic and the Republican tickets respectively. Stephen Desha is said to be thinking of entering the race again. He says, however, that he has not considered the matter yet, and that he has nothing to say. Norman Lyman is a dark horse. It is quite probable that when the convention meets it will be found that he is seeking the nomination for supervisor for Hilo rather than for Puna.

It is probable that Kanehane will be the next supervisor from Kau, as he has made a good record during his present term.

From Puna several candidates for the board are mentioned. Representative Kakaia is likely to run, if Lyman is engaged elsewhere. Kakaia, formerly a member from Kona, may run on the opposition ticket. Former deputy sheriff Hankeo is another possibility.

Supervisor Koomoa may run for supervisor from Kona, but is likely to prefer a chance at the house. G. P. Kamaueha will probably be the Republican candidate for the board, while Julian Yates will enter as an opposition candidate.

Beckley will probably come back from Kohala, though ex-Supervisor Joel Kanania may try again. Purdy is considered certain from Hanakula.

Fight for Auditor.

A fight for the office of auditor will be a novelty, as in past years Chas. Maguire has had no opposition. Ernest Akina, of Kohala, has been mentioned, but is reported to have denied having such aspirations. Sam Mahuka Spencer, formerly A. W. Carter's right hand man on the Parker Ranch, will probably be a candidate.

For county clerk, Kal will run again, while Archie Hapai will probably take another chance on the Home Rule ticket. These two ran so close last election that the coming race will without doubt be interesting. A third likely candidate is Bernard Kekelohi, who is spoken of as contemplating being converted to Democracy for the purpose of shifting as candidate on that ticket.

T. K. Lainske will try to regain his old job as treasurer. Swain will run on the Republican ticket. The Democrats have no one in view for this office.

Sam Pua will seek the nomination for sheriff on the Republican ticket. Keolani will be the Home Rule hope. Antonio Fernandez is likely to try for the nomination on the Republican ticket, but may give this up in favor of trying for a supervisorship for Hilo. David Baker, of Kona, will run for sheriff, if he does not try for the senate.

Jim Lewis will try for the senate, where he will be of value as a man who knows a "gold brick" when he sees one. The Democrats want Metzger to run again, and would also like to see the name of Frank Woods on their ticket for the senate. Henry Kawewehi will run again for the house. Otherwise but little interest is taken in the legislative ticket.

County Attorney Beers is figured on as a sure thing for another term. The Democrats will probably have no candidates.

COL. SAM PARKER MAY SELL OUT HIS BIG DITCH INTEREST

Negotiations are under way whereby Col. Sam Parker and J. T. McCrosen may sell out their interests in the Parker Irrigation Company, which holds a control of the shares of the Hamakua and Kohala ditch companies. The deal is a big one, involving about three-quarters of a million dollars. According to reports yesterday, Parker was about to sell out, but R. W. Shingle, who is handling the matter for him, said that nothing had been done beyond the opening of negotiations.

"You can quote me as admitting that there are negotiations on," was all that Shingle would say in answer to questions about the matter.

Parker and McCrosen hold shares in the Hamakua company of the par value of \$620,000, and in the Kohala company their holdings are worth at par \$251,000. These are held by the corporation known as the Parker Irrigation Company.

Stanley, the Falklands. Days went by and one morning the lighthouse reported the Fleet-Wing standing in, in distress. The Nuanuu Passenger hurried to the beach. In an hour he was on the Fleet-Wing. The next day the Missionary Woman and the Nuanuu Passenger walked up the path to the church and were married. They went back to England on their wedding tour.

U. S. S. FLORIDA IS SPEED QUEEN

MAKES 22.54 KNOTS ON TRIALS, BEATING RECORD OF THE NAVAL WORLD.

ROCKLAND, Maine, March 26.—Beating the record of her nearest rival by .04 knots, the newly completed battleship Florida, built by the government at the New York Navy Yard, today established herself as the fastest vessel of the dreadnought class in the world by making 22.54 knots on her standardization trial over the Rockland course. The tests today were held in a rough sea and with the wind blowing hard.

On board the Florida when she proved her right to the title of "Speed Queen" of the United States Navy were Rear Admiral Aaron Ward, commander of the third division of the Atlantic fleet; Captain Harry S. Knapp, in command of the Florida, and the trial board, which consists of Captain A. F. Fechter, president; Commander T. J. Senn, the recorder; Captain W. C. Smith, Captain C. S. Williams and G. H. Rock, naval constructor.

The British dreadnought Vanguard, which made 22.50 knots, had been considered the fastest of the great sea fighters until today. The battleship Utah, of the United States navy, sister ship of the Florida, but built at a private yard, made a record of 21.657 knots on her fastest trial run.

None of the figures of the Florida's triumph today was announced officially, although Rear Admiral Ward confirmed the fact that an extremely high speed had been made. The highest mark and the average figures, however, were learned from an authoritative source.

The newest dreadnought, it was learned, averaged 21.974 knots on five top speed runs, and this mark was being compared tonight by enthusiastic officers of the navy to the 21.238 knots which was the record of the Utah for her five fastest miles at the time of her builders' acceptance trial.

The Florida in today's test used only coal, as the oil tanks have not yet been put in. The four hours' endurance test will be held tomorrow, during which the Florida must average 20.75 knots or better. She probably will finish off Provincetown, Massachusetts, commencing from that point her twenty-four hour run, which will take her to Hampton Roads.

Cost of \$6,000,000.

The battleship Florida was launched at the New York Navy Yard, in Brooklyn, on May 12, 1910, having been built by the government at a cost of \$6,000,000, the amount authorized by congress. She was christened by Miss Elizabeth L. Fleming and took the water without the slightest accident to mar the ceremony.

The keel of the big battleship was laid on March 9, 1909. Her length is 521 feet 6 inches, her breadth 85 feet 2 1/2 inches and her mean draught 23 feet 6 inches. The normal displacement of the Florida is 21,825 tons and her load displacement is estimated at 23,033 tons. The shaft horsepower of her Parsons turbine engines is 28,000. The capacity of her bunkers is 2500 tons.

The Florida carries ten 12-inch guns in five turrets, sixteen 5-inch rapid fire guns in her broadsides, four 3-pounders, two 1-pounders, two 3-inch field guns and two submerged torpedo tubes.

Following out a new policy of the government the armor of the dreadnought has never been announced. Sixty officers and 954 men are needed to man the great fighter.

GREAT COAL STRIKE BLAMED FOR LOWER PRICE OF SUGAR

The great coal strike in Great Britain is the latest quoted cause of the continuous drop in sugar. There was another drop yesterday in the world market, making the figure 4.10. The constant drop in the price is far from being in accordance with the expectations earlier in the year, and the suggestion is now made that a decreased consumption, as much as a larger production is responsible for the lower prices.

Willett & Gray's report says that the English strike has caused a reduction in the consumption of sugar sufficient to effect the demand. The million or so laborers thrown out of work by that strike represent families temporarily ceasing to be consumers of sugar, or at least reducing their amount of consumption. This, according to the New York authority, has probably had a considerable effect on the market.

MRS. EDDY'S ESTATE.

BOSTON, April 1.—Mrs. Mary Baker G. Eddy, founder of the Christian Science Church, left an estate in Massachusetts valued at \$260,360. This became known Tuesday when the inventory was filed in the probate court. The value of the real estate at Chestnut Hill, where Mrs. Eddy made her home for some time prior to her death, is given at \$125,000. Her home on Commonwealth avenue, Boston is appraised at \$30,000, while she left \$111,360 in personal property. The remainder of Mrs. Eddy's estate, valued at over \$2,000,000, over which litigation is pending in the courts, is located in New Hampshire.

May Replace Burnside.

It is reported that the United States army transport Crook, which has been idle for some time, will take the place of the United States cable ship Burnside. The latter is in need of very extensive repairs, and it is said that it would be more economic to replace her with the Crook than to lay the old cable layer up for a long and expensive overhauling. The Burnside was formerly the Spanish steamer Rita and was captured off the Cuban coast early in the Spanish-American war. She was converted into a transport and later into a cable ship.